

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:49 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 007 Const Calendar Day: 898 Date: 23-Feb-2012 Thursday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 AM 09:00 pm Break: Over Time: 04:00

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature	7 AM	50 - 60	12 PM	4PM
Precipitation				Condition Sunny

Working Day ☒ If no, explain:**Diary:**

Dispute

**cable erection**

Installation of Strands #55 and 56



Upon Arrival to the site at 7:30, the progress since yesterday was as follows:

- Installation of Strand #53 COMPLETE;
- Installation of Strand #54 COMPLETE;
- Installation of Strand #55 North was underway (actually began at 7:55);
- Installation of Strand #55 South was about 80% complete;

The following marks activities following my arrival:

- At 9:16, walked down the N. Side Span checking for twist on Strand #56: None Found;
  - At 9:41, walked up the S. Side Span checking for twist: None Found;
  - ABF was getting ready for the Rough Adjusting (RA) of Strand #55 S as I was leaving for the inspection of twist;
  - Upon my return at about 9:50, it was Strand #55 N. that was RA and it was in the latter stages of adjustment. It was moved 1480 East.
- Note: As has been the trend over the past 10 days or so, there was no one here driving down the wood block. As a matter of fact, the wood block (see photo) was sitting about 1" above the strand (#55N.) As agitatedly I was expressing my dissatisfaction with the lack of concern, Kevin (an Iron Worker) got on top of it and drove it down. Of course, by the time he got on it, the RA was completed and the banking occurred, already.
- Haul Strand #57 and by 10:30 it was on the rollers at the North saddle;
  - Installation of Strand #55 S. completed before 10:00, consequently, the INSTALLATION OF STRAND #55 is COMPLETE.
  - RA of Strand #55 S. began at 10:48 and ended at 10:55 with a movement of 1090mm to the East. After a short respite, RA of #55 S. resumed at 10:45 and I measured 1045mm from the trough to my original mark. The Strand was pulled 45mm to the West the 2nd time around. Once again, there was no one driving the wood block at this location. The wood block, however, did not move at all and helped the strand retain its shape and a flat top 11 wires.
- I had enough of the total disregard displayed for the agreement made between CT and ABF on this matter and called Roman immediately and told him about a conversation I had with David Meche earlier in the day and it was finally determined that we would meet at the field office with the entire Tower Crew and Warren to first discuss the importance of this issue internally.
- By 11:00, Strand #56 was being formed at both locations;

Inspection of Strands #55 North and South

This inspection took place at lunch time (12:00-12:30) and resulted in declaring the North side acceptable



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with the South side being at the very least borderline un-acceptable. Although there was no obvious crossing of wires here, there was visible migration of wires in multitude of directions, similar to #44South. Upon returning to the site following our meeting at about 14:00, I showed it to Roman and he said that the problem should be addressed at the location I had painted a suspect wire black. I conveyed that message to Andre (twice) and he said that he will look at it as soon as he has access to the strand as the crew was busy forming Strand #57 at that time.

- Field Meeting with warren, Roman, Doug, and Sami

There was a discussion on the procedure that was agreed upon between ABF & CT in regards the usage of Wood Blocks, Come-alongs, driving of wood blocks that recently was being disregarded by the field crew. I had asked Roman to have a discussion on this matter address this issue internally so the Cable Team at the Tower has a good understanding of the background. Since there were dissenting views on this matter, Roman said that he will bring the designer to the site and have them assess the situation

Following the meeting (and returning to the site at about 14:00):

- INSTALLATION of STRAND # 56 was COMPLETE ;

- RA Strand #56 North.

- At this time, Strands #56 North and South were FLOATED over at both locations;

- At this time, Strand #58 was being HAULED and had cleared the North saddle, already;

- RA Strand #56 South at 14:21 with the now-normal strategy of no one to drive the wood block, resulting in a movement of 1250mm East;

NOTE: It was interesting to see the contrast between strands #55 & 56 (South) following the RA operation. As shown in the photos, the wood block on #56 did move as a result of the adjusting (with no one banging on it) and resulted in the serious banking of the wires. Somehow (due to friction, maybe) the two adjacent strands did behave 180 degree differently with one banking and one staying flat with no one driving the wood block. But, it proved the point that as long as the compression (pressure) is maintained on the strand, it will not bank. I showed this behavior to Roman and he took some photos (see the attached photos.)

Conversation with David Meche

As pointed out previously, following the disregard for the agreement on providing wood blocks and driving them at the ends of the saddles, I talked to David on two separate occasions. The first conversation happened at around 9:15 after watching the RA on #55North. I asked him why he was not using wood blocks anymore and he responded by stating that he has had that conversation with me and that he does not believe that they serve any purpose. I countered that they do keep the strand in a good rectangular shape and flat and added that our bosses and their bosses believe that this procedure is being implemented. He replied that I should have my bosses talk to his and that he will deal with them. For a good measure he added that he will not waste his workers' time by having them bang on wood blocks if it does not serve any purpose.

The second conversation happened when I was not quite clear if he actually made that statement and that he has made the final decision to give up driving the wood blocks for good.

At about 10:20, I asked him to clarify his statement. He said that "he'd throw water on it, if it did the trick" and that all the strands bank anyway and there is no reason to continue this practice. When I asked him that he had just spent 80 minutes fixing Strand #44South, he countered that the bottom line is to get a decent product and to that end he will fix any problem that arises as he has done so far.

Another reason for discussing this matter with David was to determine how far up the chain this decision has been made. Also, Andre, to whom I had mentioned this problem yesterday, had done nothing about it, which had raised my suspicion that he must have talked to David and was shut down by him.

This all started when CJ began this practice about 2 weeks ago on the North side (Strand #41) and he was backed up by David at the time I complained to him. It finally did spill over to the South side as anticipated where this crew had been following the procedure all along.

- For the names of the Labor force, please see Sami Daouk's and Douglas Wright's diaries;

- For the Inspection report of strand #57, refer to D. Wright's diary;

- Hours worked: 7:10 - 19:00

- Overtime Hours: 4



## Daily Diary Report by Bid Item

Job Name: 04-0120F4 Inspector Name Soheilifard, Saman Diary #: 007 Date: 23-Feb-2012 Thursday

04-0120F4	Bid Item: 067	C-PWS-006.067	Install & Adjust PWS 6-10
AMERICAN BRIDGE/FLUOR, A JV			

### Attachment



Post Rough-Adjusting of Strands 55&56 (SouthSaddle3)



Post Rough-Adjusting of Strands 55&56 (SouthSaddle2)



Post Rough-Adjusting of Strands 55&56 (SouthSaddle)



Post Rough-Adjusting of Strands 55&56 (SouthSaddle4)